

## **GP08-T-07**

### **Proposed Text Changes**

**The proposed text changes are shown as underlined text for additions and strike-out text for deletions as follows:**

#### **Office**

The primary allowed uses in this category are business and professional offices. Retail and other commercial uses may be allowed only as secondary uses in a larger office development. This designation can be used in association with hospitals in order to provide professional office support. Development should be of low intensity and compatible with surrounding uses. This designation can be used on margins of residential neighborhoods because it is not intrusive.

#### **Transit Corridor Commercial**

This land use category is intended to expand the potential for commercial development in proximity to major public transit particularly along the City's Transit-Oriented Development Corridors and within BART Station Area Nodes. Development under this designation should be compatible with existing neighborhoods and not impair the viability or the character of these neighborhoods. Wide sidewalks, street trees, and other pedestrian-friendly amenities should be incorporated into development proposals. The determination of the intensity and scale of development on specific sites should be decided through a Planned Development Zoning or use/development permit process in compliance with the City of San Jose Zoning Ordinance.

Transit Corridor Commercial is intended for sites located in the Downtown Core and Frame Areas or located in designated Transit Corridors or BART Station Area Nodes, or located within a reasonable walking distance of major public transit in other intensely developed areas of the City. "Reasonable walking distance" is considered a distance of approximately 2,000 feet along a safe pedestrian route from major public transit. "Major public transit" includes existing or funded passenger rail stations, or bus rapid transit stations.

This designation requires commercial uses in a viable configuration on the street level floor of any development. "Viable configuration" includes but is not limited to constructed space of adequate height, width, depth, and floor area with provision of sufficient venting and service areas for all potential commercial uses and consistent with the City's adopted applicable design guidelines. Wholly commercial projects are allowed. Retail uses are encouraged on the street level floor and office uses are encouraged on upper floors. Vertical mixed commercial and residential uses may be allowed on sites that are of adequate size and configuration to accommodate such a mix of uses provided that the street level floor consists of wholly commercial uses with the exception of residential support facilities of limited size, such as parking areas, entry lobbies, mail rooms, and concierge facilities, the total area of which constitutes a minor portion of the site area.

This category is intended to expand the potential for commercial development and mixed commercial-residential development with convenient access to major job centers and to create new consumer markets in appropriate areas of the City.

#### **Core Area**

This designation includes office, retail, service, residential, and entertainment uses in the Downtown Core Area. In the Downtown Core Area, the only limit on building intensity (and

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associated employment density) is expected to be the FAA height limitation which varies from approximately 120 feet (10± stories) to approximately 315 feet (23± stories) necessary to maintain obstruction-free airspace around San José International Airport. High density commercial development is planned for the Park Center and San Antonio Plaza redevelopment areas, integrating a mix of office, hotel, commercial, residential, recreational, and cultural activities to create a balanced focus for the urban core in San José. Retail sales should be located at ground level. Lower intensity commercial uses are appropriate in outer parts of the Core Area, peripheral to the high intensity Park Center/San Antonio Plaza area. General commercial uses along major corridors of the Frame Area should support the Downtown Core Area. These outer areas are intended to provide locations for commercial activities that are not necessarily a part of the most intensely developed portions of Downtown, but which, for functional reasons, need to be in close proximity to activities in the Downtown Core Area. Such entertainment uses as nightclubs, dancehalls, and comedy clubs should be located within the Core Area provided that such uses do not adversely impact existing or planned residential uses or conflict with other General Plan goals and policies. Development should incorporate pedestrian oriented design features at street level. Uses that discourage pedestrian activity and movement such as uses that serve the occupants of vehicles, i.e., drive-up service windows, are not considered appropriate. Uses that serve the vehicle, such as car washes and service stations may be considered appropriate when they do not disrupt pedestrian flow, are not concentrated, do not break up the building mass of the streetscape, and are compatible with the planned uses of the area. In areas where the Core Area designation exists, higher density residential uses at 25+ dwelling units per acre or mixed use development of commercial and residential uses are appropriate as is development of either use individually. For mixed use projects, residential uses should generally be located above non-residential uses with commercial uses at street level. Residential uses should only be allowed where they are compatible with adjacent development.